

FASTEST DRIVERS AT SHEEPSHEAD BAY

Thirty-two Will Compete Saturday for Astor Cup in 250 Mile Race.

With thirty-two actual entries received and six or seven more promised and immediately expected, the Astor Cup Race at the Sheepshead Bay Speedway next Saturday is bound to be the premier automobile sporting event of the year. Starting from Washington, drivers signed up for the following Crawford, Morris, Crawford, Klein, Crawford, Chandler, Kleinert, driver not named; DeLong, French, DeLong, Devigne, Davis, L'Argent, Muller, Duessers, DesImes, Peugeot, Bessie, Hudson, Christensen, Sundberg, Knudsen, Johnson, Miller, Dupont, D'Aleme, Mervin, Pullen, Mercer, Rockwell, Dusenber, Bunnell, Bluebird, driver not named; K. W. P. Speight, Packard; Maxwell, Rickenbacher, Prentiss, driver not named; Peugeot, Aitken; Maxwell, Hedges, Open, Thompson, Olson, McBride, French, Sturtevant, Meier, Hopkins Special, Hughes, Bessie Special, Bergdale; De Laube in either a Mercedes or Peugeot.

Insured as the result of the Astor Cup race will affect the rating of the last few drivers to enter. A minimum premium for 1916 is to be the price of those "in the know" that the pace on Saturday next will be a heart breaker from start to finish. The Sheepshead Bay Speedway is the fastest track in the world and the drivers, realizing this, are bound to burn up the boards in their efforts to break the record for the meeting, which is at present as follows: Resta, 2,199; Peugeot, 2,190; Palma, 1,739; and D'Aleme, 1,720. No car has as yet been built which is too fast for the track, so that it will simply be a question of the survivors to see which holds in machinery, tires and men.

The feature before the race which is bound to attract considerable attention, as in the past, the elimination trials will be run next Thursday. No more than thirty-two cars may be allowed in the race and all of them must necessarily be removed before that number entered, there will be a heavy penalty among the drivers to get among the elect.

The great majority of the entrants have been campaigning in the West all summer in various meets and all are now in New York, awaiting the opening. The two Mercer were entered until the officials of the Mercer company were assured that they could travel at the speed limit of 60 miles or more an hour for a full hour. The Peugeot, Dusenber, Hudson, Maxwell, Dusenber, Bunnell, Bluebird, have already proved their ability to travel the distance at sustained speed and the other entries, while not as well known in the East, have made records for speed on the Western tracks.

Harry S. Harkness and the officials are working hard to perfect all arrangements for the conduct of the race, the seat and the most comfortable round crowd to ensure. The reserved seat and admission tickets were placed on

Liberty Wins Him.

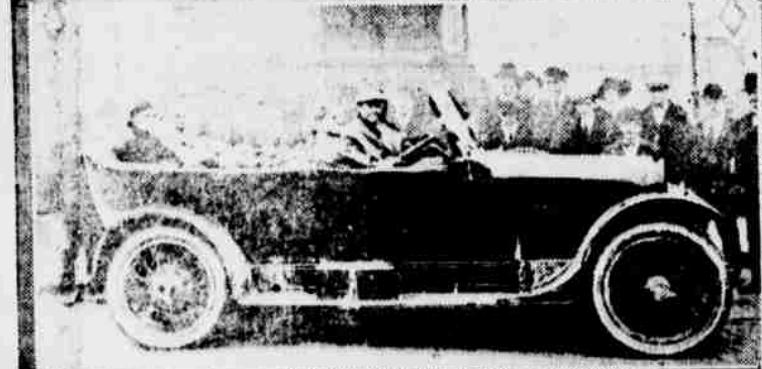


ARNOLD WOOD.

The attraction of the Liberty Six was strong enough to bring Arnold Wood back into commercial life as the vice-president of Colonial Motors, Inc.

Mr. Wood probably represents the owners' view more nearly than any other man occupying a position of such importance in the automobile business of New York.

The Hudson Super-Six Record Breaker.



To accomplish the wonderful feat a relay of three drivers was employed. Ralph Mafford, A. H. Patterson and C. H. Wilson alternated at the wheel in 12½ hours, the total time of the run for rest and food. The longest factor in the achievement, however, was the enduring qualities of the Hudson, looking which the machine would have shined itself to pieces in the climbing over mountains, deserts and, in many places, roads which were unbroken.

A Hudson Super-Six light weight phaeton dashed down Broadway soon after sunrise on Monday morning last and came to a halt at Columbus circle, where it was checked by James Headstreet, an official of the American Automobile Association, after making a run from San Francisco in five days three hours and thirty minutes. This time equaled the previous record for a run across the continent by fourteen hours and fifteen minutes.

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World's Fastest Drivers Will Battle for Astor Cup.



sale on Wednesday last and a large force of clerks has been kept busy meeting the demand. The ticket stands in the leading hotels have also been besieged by buyers.

No more beautiful setting can be imagined than that presented by the Speedway by the Sea. While the number of spectators is bound to be large, the facilities for handling a crowd of racing people are such that there can be no confusion. The Brooklyn Rapid Transit Company has promised to provide ample rolling stock for those who cannot motor to the Speedway, and the policing of the roads leading to the track will be expertly handled by the efficient Police Department.

ANOTHER KING RECORD.

Eight Cylinder Car in Long High-way Test.

The latest achievement of the eight cylinder King is a car owner's service test in a non-motor road run between Washington and Baltimore. For 226 continuous hours this eight cylinder King rolled on a course between the two cities. The car was the first to be put to the test of the exhaustion of the drivers when the speedometer recorded 6,584 miles.

The test was under the direction of the King dealers in Baltimore and Washington, with newspaper men from those towns acting as reporters.

When the car was sent out on this "shakedown" test from Washington by Congressman Britton of Illinois it was the object to run seven days and nights without stopping the motor over a circuitous route between Baltimore and Washington, a distance of eighty-five miles, thus, of which were in the vicinity of both cities and fifty-five miles over country highways. There were from two to seven passengers in the car at various times.

The test was a duplication over the Baltimore-Washington highway of the one made by the King in July on the Sheepshead Bay track under the official sanction and supervision of the American Automobile Association. That greater mileage was not made was due to the amount of driving through Baltimore and Washington traffic.

\$2,000,000 A MONTH.

Paige-Detroit Co. Does That Much Business.

August is not usually a record breaking month for the factory standpoint, but nevertheless the month has just closed with that distinction for the Paige-Detroit Motor Car Company. August, 1916, for the Paige not only was the best month of the year but it surpassed in volume of business the record of any other month in the entire history of the company.

The amount of business transacted in the thirty-one days totaled \$2,020,000, which is a pretty fair indication of several things—how the Paige Sixes stand with the public, the success the factory has attained in solving production and meeting demand and as a reflection of the general state of the industry.

OTIS C. FRIEND NOW HEADS MITCHELL CO.

Succeeds H. L. McLaren in Important Post and Has Experience for Position.

A "SUN" DIAL.

Miles.	1 Mile.	2 Miles.	3 Miles.	4 Miles.
Hour.	Mile.	Mile.	Mile.	Mile.
1	6.0	12.0	18.0	24.0
2	12.0	24.0	36.0	48.0
3	18.0	36.0	54.0	72.0
4	24.0	48.0	72.0	96.0
5	30.0	60.0	90.0	120.0
6	36.0	72.0	108.0	144.0
7	42.0	84.0	126.0	168.0
8	48.0	96.0	144.0	192.0
9	54.0	108.0	162.0	216.0
10	60.0	120.0	180.0	240.0
11	66.0	132.0	198.0	264.0
12	72.0	144.0	216.0	288.0
13	78.0	156.0	234.0	312.0
14	84.0	168.0	252.0	336.0
15	90.0	180.0	270.0	360.0
16	96.0	192.0	288.0	384.0
17	102.0	204.0	306.0	408.0
18	108.0	216.0	318.0	432.0
19	114.0	228.0	330.0	444.0
20	120.0	240.0	360.0	480.0
21	126.0	252.0	378.0	504.0
22	132.0	264.0	414.0	540.0
23	138.0	276.0	452.0	576.0
24	144.0	288.0	516.0	648.0
25	150.0	300.0	570.0	720.0
26	156.0	312.0	624.0	784.0
27	162.0	324.0	688.0	848.0
28	168.0	336.0	752.0	912.0
29	174.0	348.0	816.0	976.0
30	180.0	360.0	880.0	1,040.0
31	186.0	372.0	944.0	1,104.0
32	192.0	384.0	1,008.0	1,176.0
33	198.0	400.0	1,072.0	1,240.0
34	204.0	416.0	1,136.0	1,304.0
35	210.0	432.0	1,200.0	1,368.0
36	216.0	448.0	1,264.0	1,432.0
37	222.0	464.0	1,328.0	1,496.0
38	228.0	480.0	1,392.0	1,560.0
39	234.0	496.0	1,456.0	1,624.0
40	240.0	512.0	1,520.0	1,688.0
41	246.0	528.0	1,584.0	1,752.0
42	252.0	544.0	1,648.0	1,816.0
43	258.0	560.0	1,712.0	1,880.0
44	264.0	576.0	1,776.0	1,944.0
45	270.0	592.0	1,840.0	2,008.0
46	276.0	608.0	1,904.0	2,072.0
47	282.0	624.0	1,968.0	2,136.0
48	288.0	640.0	2,032.0	2,196.0
49	294.0	656.0	2,096.0	2,260.0
50	300.0	672.0	2,160.0	2,324.0
51	306.0	688.0	2,224.0	2,388.0
52	312.0	704.0	2,288.0	2,452.0
53	318.0	720.0	2,352.0	2,516.0
54	324.0	736.0	2,416.0	2,580.0
55	330.0	752.0	2,480.0	2,644.0
56	336.0	768.0	2,544.0	2,708.0
57	342.0	784.0	2,608.0	2,772.0
58	348.0	800.0	2,672.0	2,836.0
59	354.0	816.0	2,736.0	2,896.0
60	360.0	832.0	2,800.0	2,960.0
61	366.0	848.0	2,864.0	3,024.0
62	372.0	864.0	2,928.0	3,088.0
63	378.0	880.0	2,992.0	3,152.0
64	384.0	896.0	3,056.0	3,216.0
65	390.0	912.0	3,120.0	3,280.0
66	396.0	928.0	3,184.0	3,344.0
67	402.0	944.0	3,248.0	3,408.0
68	408.0	960.0	3,312.0	3,472.0
69	414.0	976.0	3,376.0	3,536.0
70	420.0	992.0	3,440.0	3,600.0
71	426.0	1,008.0	3,504.0	3,664.0
72	432.0	1,024.0	3,568.0	3,728.0
73	438.0	1,040.0	3,632.0	3,792.0
74	444.0	1,056.0	3,696.0	3,856.0
75	450.0	1,072.0	3,760.0	3,920.0
76	456.0	1,088.0	3,824.0	3,984.0
77	462.0	1,104.0	3,888.0	4,048.0
78	468.0	1,120.0	3,952.0	4,112.0
79	474.0	1,136.0	4,016.0	4,176.0
80	480.0	1,152.0	4,080.0	4,240.0
81	486.0	1,168.0	4,144.0	4,304.0
82	492.0	1,184.0	4,208.0	4,368.